

With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.

Annual Report

For the Year 1936.

BY

**THE MEDICAL OFFICER OF HEALTH,
H. CATTO, M.B., B.S., D.P.H.**



NEWPORT :
EVAN WILLIAMS (PRINTERS) LTD., FRIARS STREET

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County Borough of Newport.

Health and Port Sanitary Committee, 1936.

Chairman—

ALDERMAN CYRUS T. CLISSITT, J.P.

Deputy Chairman—

ALDERMAN COL. W. CLIFFORD PHILLIPS, T.D., V.D., D.L.
(Died 23rd July, 1936).

HIS WORSHIP THE MAYOR	COUNCILLOR G. SCOTT
(Coun. William Casey)	„ A. LEVESON
ALDERMAN J. LLOYD DAVIES, J.P.	„ MRS. E. E. POOLE
„ T. G. LEWIS, J.P.	„ G. W. ARMSTEAD
„ W. J. WALL	„ T. F. MOONEY
COUNCILLOR W. G. RUDD, J.P.	„ A. E. WILLS, J.P.

Clerk to Port Sanitary Authority—

O. TREHARNE MORGAN.

Medical Officer of Health—

H. W. CATTO, M.B., B.S., D.P.H.

Deputy Medical Officer of Health—

D. E. LAWRENCE, B.A., B.Sc., M.R.C.S., L.R.C.P., D.P.H.

Port Sanitary Inspector—

R. M. SCORRER, Cert. Royal Sanitary Institute.*

Assistant Inspector—

J. H. GLASS (Died 17th October, 1936).

Rat Catcher—

C. POWELL.

*also Certificate for Inspection of Meat and other foods.

Newport Port Sanitary Authority.

HEALTH DEPARTMENT,

ROYAL CHAMBERS,

HIGH STREET, NEWPORT,

1st March, 1937.

*To the Chairman and Members of the Newport Port Sanitary
Authority.*

COUNCILLOR MRS. POOLE AND GENTLEMEN,

I beg to submit my Report for the year 1936. It is made in accordance with the Regulations of the Ministry of Health which prescribed the duties of the Medical Officer of Health.

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority :—

“The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council. It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts in addition to the Newport Urban Sanitary District.”

II.—Limits of Jurisdiction :—

“The whole of the Port of Newport (Order May 9th, 1883). By the Treasury Warrant, dated December 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western extremity of the Port of Chepstow, and continuing along the coast of the said County to the River Rumney, and seaward to the middle of the Severn.”

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District :—

County Borough of Newport.

Magor Council District. Parishes—Nash, Goldcliff and Redwick.

St. Mellons Council District. Parishes—St. Brides, Peterstone and Rumney.

IV.—Apportionment of Expenses :—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority for the year 1936 are as follows :—County Borough of Newport, 96.18 per cent.; The combined Rural District Councils of Magor and St. Mellons, 3.82 per cent.

PORT FACILITIES.

The following particulars were supplied by the Newport Development Association, setting out some of the special features of the Port.

The Alexandra Docks, owned by the Great Western Railway Company, and one of the finest Deep Water Ocean Liner Ports in the world, with a Sea Entrance Lock 1,000 feet long and 100 feet wide, gives direct access to the Bristol Channel. The largest cargo liners afloat are accommodated at Newport with safety and ease. Regular services are maintained with Australia, New Zealand, Canada, South America, South Africa, India, China, Japan, Straits Settlements, Persian Gulf, Egypt, Red Sea, etc., also regular sailings between France, Belgium, Holland, Spain, Germany, etc.

The Dock Dimensions are—

Water Area	...	...	...	125 acres.
Depth of Water	...	...	...	33 feet.
Quayage	...	...	...	24,255 feet.

Transit Sheds—

Six with floor space of 222,055 square feet, all rail connected.

Dock Appliances—

14 Coal Hoists.

66 Land Cranes.

1 Floating Crane for lifts up to 125 tons.

1 Weighbridge for weights up to 70 tons.

Numerous Grabs, Capstans, Shed Cranes, etc.

Ship Repairing—

Five Dry Docks varying up to 755 feet long and 65 feet wide.

Total Exports and Imports of the Port—

Normal trade has exceeded $8\frac{1}{2}$ million tons in a year.

All steamship berths are rail connected, therefore rapid loading and discharging, with a minimum of handling and quick turn round of steamer is a special feature of the Port.

Storage accommodation at the Docks provides for about 12,000 railway wagons, and there are over 100 miles of railway sidings.

Every facility is provided for timber cargoes and a Timber Float of about 14 acres of deep water is connected with the Alexandra Dock, and same is rail connected.

Newport is the nearest South Wales Port to the Midlands and an ideal distributing Port for Monmouthshire, Herefordshire, Gloucestershire, Worcestershire, Birmingham and South Midlands. The population within 100 miles radius exceeds 10 millions.

The River Usk, an important part of the Port, is a deep, broad and easily navigable river, and vessels carrying cargo up to 6,000 tons load and discharge at the various River Wharves. The width of the River at Newport Bridge is 400 feet and over 1,000 feet as it extends seawards.

The total Import and Export trade of the river in normal times exceeded $1\frac{1}{4}$ million tons per annum.

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1936.

TABLE A.

	Number.	Tonnage.	Number Inspected.		Number reported to be Defective.	Number of Vessels on which defects were remedied.	Number of Vessels reported as having, or having had during the voyage infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector.			
FOREIGN—							
Steamers	1072	761,519	7	752	140	140	15
* Motor	37	8,432	...	18	3	3	1
Sailing	1	82	...	4	...	...	...
Fishing ... ..	...	...	...	20	6	6	...
Total	1110	770,033	7	794	149	149	16
COASTWISE—							
Steamers	2479	1,116,357	3	1060	182	182	16
* Motor	525	110,640	...	179	1	1	...
Sailing	134	38,257	...	15	...	...	...
Fishing ... ..	...	...	...	...	...	...	...
Total	3138	1,265,254	3	1254	183	183	16
Total Foreign and Coastwise	4248	2,035,287	10	2,048	332	332	32

*Includes mechanically propelled vessels other than Steamers.

II.—CHARACTER OF TRADE OF PORT.

The Trade is chiefly Cargo, although there are excellent facilities for passenger traffic. The only passengers during the year were 53 "inwards" and 169 "outwards," all carried in cargo vessels.

TABLE B.

Passenger Traffic during 1936.

No. of Passengers.	1st Class.	2nd Class.	3rd Class.	Transmigrants.
	Cargo Steamers			
Inwards		Alien 16		...
		British 87		...
Outwards		Alien 29		...
		British 140		...

CARGO TRAFFIC.

Exports.—Coal, Coke and Patent Fuel, Iron and Steel Rails, Sleepers, “Chairs” and Tie-rods, Locomotives and Railway Carriages, Corrugated and Blank Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, Cement and General Merchandise.

Foreign Imports.—Machinery, Steel and Iron Bars and Billets, Pig-iron, Pitwood and Mining Timber, Timber and Deals, Glass and China Ware, Toys and Matches, Iron Ore, Manganese Ore, Phosphate and Cement, Wool, Wine and Spirits, Potatoes and Onions, Grain, Sugar, Nitrate, and General Merchandise.

Table showing trade of Port for decennial and yearly periods extending over 35 years. Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce and the Collector of H.M. Customs.

FOREIGN.			COASTWISE.		
Year.	Tons Entered.	Tons Cleared.	Year.	Tons Entered.	Tons Cleared.
1901 ...	971,953 ...	1,517,118	1901 ...	1,195,797 ...	660,380
1911 ...	1,739,898 ...	2,349,408	1911 ...	1,363,600 ...	822,315
1921 ...	1,126,194 ...	1,506,358	1921 ...	862,467 ...	521,086
1931 ...	1,909,492 ...	2,060,448	1931 ...	1,090,562 ...	521,230
1932 ...	1,241,964 ...	1,695,410	1932 ...	940,228 ...	476,966
1933 ...	967,732 ...	1,628,830	1933 ...	1,006,782 ...	453,316
1934 ...	983,468 ...	1,671,696	1934 ...	1,126,235 ...	500,275
1935 ...	902,723 ...	1,728,656	1935 ...	1,262,729 ...	486,341
1936 ...	770,033 ...	1,522,617	1936 ...	1,265,254 ...	502,838

The total number of vessels that entered the Port during the year was 4,248. The tonnage of these vessels amounted to 2,035,287. The corresponding figures for 1935 were 4,031 and 2,165,452.

In the absence of figures showing the total volume of trade for the whole of the Port the following “value” figures relating to Foreign Trade only—kindly supplied by H.M. Customs—are of interest :—

	Imports.		General Exports Excluding Coal.		Coal Exports in Tons.		Coal Bunkers in Tons.
	£		£				
1921 ...	2,889,297	...	3,155,229	...	1,981,487	...	437,145
1931 ...	3,384,150	...	2,154,533	...	3,543,466	...	410,264
1932 ...	2,225,572	...	2,205,393	...	2,552,206	...	389,677
1933 ...	1,336,713	...	2,257,473	...	1,964,492	...	346,846
1934 ...	2,160,683	...	4,098,865	...	2,462,568	...	360,670
1935 ...	1,882,195	...	2,505,865	...	2,659,482	...	350,233
1936 ...	†	...	†	...	2,256,347	...	321,777

Value of Coal Exported during 1931,	£2,691,946.
1932,	£1,889,089.
1933,	£1,681,418.
1934,	£1,721,796.
1935,	£1,947,833.
1936,	†

† Figures not available at time of going to print.

The Countries principally traded with are :—Irish Free State, Countries on Baltic Seaboard, Egypt, France, Portugal, Spain, Italy, Belgium, New Zealand, Australia, North, South and East Africa, South America, Japan, India and Russia.

III.—SOURCE OF WATER SUPPLY.

The drinking water of the Port is obtained from the Corporation of Newport, which obtains its supply from upland waters which are impounded in four Reservoirs, the water subsequently being filtered through pressure filters. An additional supply is now obtained from Talybont, which comes from the Brecon Beacons. This is passed through Gravity Low Pressure Filters and is finally chlorinated.

The water supply is shipped direct from the Town mains. There are no water boats.

IV.—INFECTIOUS DISEASES AND PORT SANITARY REGULATIONS, 1933.

Information in reference to cases of Infectious Diseases on inward vessels and vessels requiring special attention is supplied by Pilots by arrangement with the Pilotage Board, Shipping Agents, and H.M. Customs. The Preventive Officers on duty at the Alexandra Docks Entrance report any such information to the Port Sanitary Inspector or by phone to the office during office hours and to the Medical Officer of Health at his private residence at all other times night and day.

THE PORT SANITARY REGULATIONS, 1933.

The Port Sanitary Regulations, 1933, which came into operation throughout the Country on the 1st of May, of that year, have continued to work smoothly. H.M. Customs Officers have been most helpful and have always displayed courtesy and willingness to co-operate with the Health Department. The Preventive Officers have never failed to notify the Medical Officer of Health either by day or night, immediately after boarding vessels arriving

from "Infected" ports and all such vessels have been visited as soon as possible by the Medical Officer of Health or his Deputy and the crews examined. When necessary, the latter were kept under surveillance during the time the ship remained at Newport.

The masters of ships are now familiar with the requirements of the Regulations and understand the importance of filling in the Declaration of Health properly and drawing attention to cases of sickness on board, etc., while the pilots have given every assistance.

Notices in large type are posted up in various positions at the docks drawing attention to the penalties that any person renders himself liable to when contravening the Regulations and although, in the early days warnings had to be given to various persons who displayed undue anxiety to get on board before ships were liberated from the control of the Sanitary Authority, no difficulty is experienced nowadays when most people have had opportunities of making themselves familiar with the Regulations.

Thirty-eight vessels arrived from Ports infected (or suspected to be infected) with Plague, Cholera, Yellow Fever or Small Pox during the year.

Sixty-three cases of infectious sickness, etc., occurred during the voyages to Newport or after arrival here, namely: Typhoid Fever 6, Malaria 19, Influenza 6, Venereal Diseases 32. (See Tables "C" and "D").

Cases of Infectious Diseases are now removed to the Borough Isolation Hospitals in the Borough Ambulances, by arrangement between the two Authorities.

The disinfection of quarters is carried out under the supervision of the Port Sanitary Officials and infected bedding, clothing, etc., is either disinfected at the Borough Disinfection Station or burnt.

VENEREAL DISEASES.

Dr. Ingram, the Medical Officer in charge of the Venereal Diseases Clinic at the Royal Gwent Hospital, has supplied me with the following particulars, re treatment of Seamen, who visited the Port during the year:—

	British Subjects, 1936.				Foreigners		Total	
	White	Coloured	Total	Average past 5 years	1936.	Average past 5 years	1936.	Average past 5 years
No. of Patients Examined ...	62	11	73	71.0	42	39.6	115	110.6
Found to be suffering from:—								
Syphilis ...	16	5	21	21.6	16	17.2	37	38.8
Gonorrhœa ...	41	5	46	38.0	23	13.8	69	51.8
Soft Chancre ...	2	1	3	5.2	...	4.6	3	9.8
Found not to be suffering from Venereal Disease ...	3	—	3	6.2	3	4.0	6	10.2
Total attendances ...	419	37	456	548.4	74	133.4	530	681.8

The nationality of the foreigners examined, with the numbers that proved positive in brackets, were:—Estonian 13 (12), Greek 8 (8), Spanish 5 (5), Finnish 2 (2), Latvian 4 (4), French 2 (2), Norwegian 1 (1), Swedish 1 (1), Egyptian 1 (0), and Japanese 5 (4).

The book issued by the Ministry of Health is supplied to each seaman patient, to ensure continuity of treatment at other ports.

The total number of seamen examined during the year was higher by 7 than in 1935, and was also above the average for the past five years. The increase was entirely among British subjects, 73 being examined compared with 61 in 1935. The number of foreign seamen examined was less than in the previous year but above the five yearly average. 4.1 per cent. of the British seaman and 7.1 per cent. of the Foreign seamen examined were found not to be suffering from Venereal Disease.

The attendances, both of British and Foreign subjects, fell below the average of the past five years and they were also lower than in 1935, the foreigners considerably so. The number of attendances *per patient* was:—British (white) 6.7, (coloured) 3.4, (both) 6.2; and Foreign 1.8.

The bacteriological examinations of rats in connection with Plague precautions, as well as other bacteriological examinations such as Swabs for K.L.B., Bloods for Widal Reaction, etc., have been carried out at the Bacteriological Laboratory attached to the Health Department, pending the putting into operation of new arrangements which at present are being considered by the Council.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1936		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	.6
Diphtheria	—	—	—	.8
Erysipelas	—	—	—	.2
Influenza	—	6	8 5*	5.2
Malaria	—	—	—	.8
Mumps	—	—	—	.4
Pneumonia	—	—	—	1.0
Scabies	—	—	—	1.4
Small Pox	—	—	—	.2
Tuberculosis	—	—	—	.4
Typhoid Fever	—	—	—	.2
Venereal Diseases	—	17	12*	8.6
Total	—	23	17*	19.8

*Case of Influenza and V.D. on same vessel.

The above figures include cases :—

1.—Removed to Royal Gwent Hospital—

Venereal Disease, 1.

2.—That were treated on board—

Influenza, 6.

Attended V.D. Clinic, 16.

TABLE D.

Cases of Infectious Sickness occurring on vessels during the voyage but disposed of prior to arrival.

Disease.	No. of cases during 1936		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	.4
Diphtheria	—	—	—	.2
Dysentery	—	—	—	1.8
Influenza	—	—	—	.4
Malaria	—	19	5	.2
Pneumonia	—	—	—	1.0
Small Pox	—	—	—	.4
Tuberculosis	—	—	—	.6
Typhoid Fever	—	6	3	.4
Typhus Fever	—	—	—	.2
Venereal Diseases	—	15	9*	2.6
Total	—	40	17*	8.2

*One vessel also included in Table C.

V.—MEASURES AGAINST RODENTS.

Special attention is paid to the work of detection of rodents on vessels, quays, wharves, warehouses, etc., in the Port and Borough. An experienced rat catcher is specially employed for this work.

Deratisation of vessels under the International Regulations for the prevention of Plague, etc., is carried out by private firms under the supervision of the Port Sanitary Officials. The chemicals used are Sulphur and Hydrocyanic Acid. The rat population around the docks has been materially reduced of recent years by special attention to warehouses and other places of harbourage, such as river banks, tips, etc. 640 rats were destroyed on these premises in 1936 compared with 672 in 1935. On board ship 1,082 rats were destroyed as against 890 in 1935.

TABLE E.
(1) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black	69	9	55	26	148	17	84	80	276	32	227	55	1078
Brown	...	...	...	...	...	...	...	...	...	4	..	...	4
Species not recorded	...	...	..	...	...	...	...	...	...	...	...	...	...
Examined	...	...	11	4	6	4	12	24	6	13	21	...	101
Infected with plague	..	...	..	...	...	...	..	...	...	...	...	...	...
Rats destroyed in 1935	71	297	90	20	25	6	65	...	11	87	159	59	890

TABLE F.
(2) In Docks, Quays, Wharves, and Warehouses.

Number of Rats.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black	...	...	...	...	...	...	...	...	...	...	...	...	...
Brown	58	42	54	35	19	58	44	60	64	38	124	44	640
Species not recorded	...	...	..	...	...	...	...	...	...	...	...	...	...
Examined	...	...	...	...	...	...	...	...	...	...	...	...	...
Infected with plague	..	...	...	...	...	...	...	...	...	...	...	...	...
Rats destroyed in 1935	79	55	72	82	63	38	63	42	64	44	51	19	672

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessel or Vessels from plague infected ports arriving in the Port during the year.

Total Number of such vessels arriving.	Number of such vessels fumigated by SO ₂	Number of Rats killed.	Number of such vessels fumigated by HCN.	Number of Rats killed.	Number of such vessels on which trapping, poisoning, &c., were employed.	Number of Rats killed.	Number of such vessels on which measures of Rat Destruction were not carried out.
1	2	3	4	5	6	7	8
14	—	—	—	—	3	21	11*

*All were examined but for 2 of the vessels only were exemption certificates required.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued				Total.	No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		HCN.	After fumigation with Sulphur.	HCN. and Sulphur.	After Trapping, Poisoning, etc.			
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	6	—	—	—	—	—	6	6
„ from 301—1000 tons	10	—	—	—	3	3	7	10
„ from 1001—3000 tons	43	2	16	—	7	25	18	43
„ from 3001—10000 tons	42	6	17	—	5	28	14	42
„ over 10000 tons	—	—	—	—	—	—	—	—
Total ..	101	8	33	—	15	56	45	101

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during 1936.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British ...	1571	1	83	343
Other Nations ..	477	—	31	102

GENERAL INSPECTION OF VESSELS.

16.2 per cent. of the 2,048 vessels inspected during the year had sanitary defects according to the present standard laid down by the Board of Trade. 17.4 per cent. of the Foreign vessels were insanitary compared with 15.8 per cent. of the British vessels. Of the vessels inspected from Foreign Ports 18.7 per cent. had sanitary defects and the Coastwise vessels 14.6 per cent. All these percentages of insanitary vessels are higher than last year's.

Nationality.		Percentage with Sanitary Defects.					
		1936.	1935.	1934.	1933.	1932.	1931.
Belgian	...	50.0	21.2	21.9	40.0	18.2	18.2
British	...	15.3	15.0	17.0	12.3	9.5	19.0
Danish	...	5.3	0.0	8.7	0.0	0.0	0.0
Dutch	...	2.1	0.0	0.0	11.1	2.7	5.5
Egyptian	...	62.5	28.6	60.0	0.0	0.0	—
Estonian	...	20.0	13.3	23.1	7.1	0.0	20.0
Finnish	...	18.2	9.1	14.3	9.1	0.0	0.0
French	...	13.1	16.3	14.7	9.5	3.2	9.3
German	...	0.0	0.0	0.0	0.0	0.0	0.0
Greek	...	52.0	50.0	50.0	61.1	22.2	50.0
Hungarian	...	—	50.0	—	—	—	—
Italian	...	0.0	0.0	25.0	42.1	14.3	47.0
Japanese	...	7.7	7.1	13.8	11.4	3.3	25.0
Jugo-Slavian	...	0.0	50.0	44.4	33.3	0.0	0.0
Latvian	...	23.5	8.3	23.1	22.2	33.2	0.0
Norwegian	...	11.1	7.1	13.7	13.8	2.2	8.1
Panama Republic	...	—	—	100.0	25.0	100.0	—
Portuguese	...	45.4	53.8	0.0	40.0	22.2	0.0
Russian	...	—	0.0	—	0.0	—	0.0
Spanish	...	61.5	52.6	5.36	37.0	40.4	51.0
Swedish	...	11.8	7.1	3.9	4.3	0.0	5.0

No defects were found on the German, Italian and Jugo-Slavian vessels inspected, but only a few of the latter two nationalities came into Port.

The types of nuisances and defects dealt with show that 79.5 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 20.5 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty crews' quarters and berths accounted for 27.7 per cent., foul water closets for 17.9 per cent., defective and dirty food lockers 26.4 per cent., foul accumulations 5.9 per cent.

Lack of attention to fittings and structures, including defective side scuttles, deck prisms, ventilators, side ports, cable casings and hawse pipes, insufficient heating apparatus or defective stoves, etc., were responsible for a large proportion of the other insanitary conditions.

Although many of the above insanitary conditions are no doubt due to carelessness on the part of the crew, the "ultimate responsibility," as stated by the special Committee appointed by shipowners to enquire into the subject, "rests upon the master, and the degree of cleanliness is a criterion of the discipline of the ship."

MARINE HYGIENE.

The Mercantile Marine is still one of the great industries of this country and as the living conditions of seamen are closely connected with their work, we have to bear in mind when considering Marine Hygiene, the industrial welfare and the diseases associated with the Service.

Mention must be made of the existence of the Port Sanitary Association which meets regularly once a quarter and on special occasions when necessary. This body is representative of most of the Port Sanitary Authorities throughout Great Britain, each Authority sending two delegates, one of whom must be the Port Medical Officer of Health. Their deliberations cover all Sanitary questions relating to Port Work, and they are consulted by the Ministry of Health on matters of policy; similarly they themselves are at liberty to draw the attention of the Minister to such matters

where innovations, either as regards hygiene of Crew spaces, financial questions, or the better administration of Port Sanitary work generally, would in their opinion, be advantageous.

VII.—FOOD INSPECTION.

It is confidently anticipated that as the result of their activities, the general conditions under which men serve in the Mercantile Marine will gradually improve and reach the standard for which the Port Medical Officers have been working so persistently in the past.

Particulars of the food imported during 1936, and of the amount of unsound food destroyed or otherwise disposed of so as not to be used for human food will be found in the Inspector's Report attached.

I wish to thank the Collector of H.M. Customs and his "Preventive" Officers and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out preventive work in connection with Infectious Diseases.

I have the honour to be,

Your obedient Servant,

H. CATTO,

Medical Officer of Health.

INSPECTOR'S REPORT.

To the Chairman and Members of the Port Sanitary Authority.

COUNCILLOR MRS. POOLE AND GENTLEMEN,

I beg to submit my Annual Report for the year 1936.

SHIP INSPECTION.

Vessels entering the port are visited as soon as possible after docking and enquiries made concerning the health of the crew, the occurrence of any sickness during the voyage, the source of the water supply, the condition of tanks and bilges, the presence of animals or parrots on board and the deratisation or exemption certificate. The crews' quarters are inspected, attention being paid to cleanliness, defective fittings, nuisances, structural defects and rat harbourage. A ship's officer usually accompanies the inspector and attention is called to any defects or nuisances that are found and a request made that they should be remedied.

During the year 2,048 vessels were inspected and 332 (16.2 per cent.) of them were found to have nuisances or sanitary defects on board. It was not necessary to serve any statutory notices. 353 verbal and informal notices were issued, with the result that all the nuisances and defects were remedied and 28 quayside nuisances abated. 2,808 re-visits were made to vessels in respect of sickness, nuisances, defects, rat destruction and also to vessels from infected areas.

With a few exceptions, all vessels from foreign ports are examined for evidence of rats and when recent indications are found, precautions are taken to prevent the rats making their way to the shore. Traps are laid on these vessels and specimens of the rats caught are submitted for bacteriological examination.

As shown in Table I., 1,571 British and 477 Foreign owned vessels were inspected and of these 249 (15.8 per cent.) British and 83 (17.4 per cent.) Foreign were found to be insanitary. 794 of the vessels arrived from Foreign and 1,254 from Coastwise Ports, the numbers found with nuisances or defects on board being 149 (18.7 per cent.) and 183 (14.6 per cent.) respectively.

NUISANCES AND DEFECTS.

The proportion of nuisances and defects found on vessels was slightly more than that of the previous year. Dirt, vermin and other conditions prejudicial to health accounted for 445 (79.46 per cent.) and structural defects caused through wear and tear for 114 (20.36 per cent.) of the total found. The numbers and types of nuisances and defects found on British and Foreign owned vessels, together with percentages are shown in Tables II. and III.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.

Dirty and verminous crews' quarters, foul water-closets, dirty food lockers and accumulations of refuse accounted for the majority of the nuisances under this heading and most of these conditions could have been avoided by the exercise of more care and stricter supervision of the crews. As stated in previous reports, at the conclusion of a voyage, seamen are apt to leave their quarters in such an untidy condition as to call for action by the inspectors and an otherwise satisfactory vessel has to be included as an "insanitary" ship. The number of quarters in which vermin was found was much greater than the previous year, although in most cases the infestation was of a slight nature. Advice was given as to the best methods to be adopted for killing the vermin and also for the sealing up and destruction of harbourage.

Galley and pantry refuse continues to be a source of nuisance, especially during the summer months. The habit which obtains at sea of throwing refuse overboard is difficult to eradicate and until ships' cooks are educated to the burning of vegetable matter this nuisance will continue to exist. Penalties can be inflicted for throwing material into the docks; accordingly it is dumped on deck. There are no facilities provided for the removal of this refuse and instructions are given that as much as possible should be burned and the remainder buried in the ash heap. Other nuisances dealt with were, dirty messrooms, washplaces, galleys and beds, choked scupper pipes, foul bilges and quays.

STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR.

Defective port frames, linings and broken glasses, defective stoves, pipes, bunks, lockers and waterclosets were responsible for the greater number of the defects under this heading. Many of these conditions were caused by misuse and lack of attention. The other defects dealt with were, defective ventilators and shutters, hawse pipes, bulkheads, floors, leaky decks and broken entrance doors.

TABLE I.

VESSELS INSPECTED—FOREIGN AND COASTWISE.

Vessels.	Vessels			Nuisances and Defects	
	Number Inspected	No. found to have Defects, etc., on Board.	No. on which Defects, etc., were Remedied	Found.	Remedied
From Foreign Ports.					
British Steamers ...	428	94	94	160	160
British Motor Vessels ..	12	2	2	4	4
British Sailing Vessels	2	—	—	—	—
Total British ...	442	96	96	164	164
Foreign Steamers	324	46	46	70	70
Foreign Motor Vessels	6	1	1	1	1
Foreign Sailing Vessels	—	—	—	—	—
Foreign Fishing Vessels	22	6	6	6	6
Total Foreign ...	352	53	53	77	77
Total Vessels from Foreign ...	794	149	149	241	241
From Coastwise—					
British Steamers ..	946	152	152	262	262
British Motor Vessels	168	1	1	1	1
British Sailing Vessels	15	—	—	—	—
Total British ...	1129	153	153	263	263
Foreign Steamers ..	114	30	30	56	56
Foreign Motor Vessels	11	—	—	—	—
Foreign Sailing Vessels	—	—	—	—	—
Total Foreign ...	125	30	30	56	56
Total Vessels from Coastwise ...	1254	183	183	319	319
Total from Foreign and Coastwise	2048	332	332	560	560

TABLE II.

Showing number of Vessels inspected, classified according to Nationality and Defects discovered.

Nationality.	No of Vessels Inspected.	Number of		Defects of original construction.		Structural Defects through wear and tear		Dirt, Vermin and other conditions prejudicial to health.	
		Vessels on which Defects or Nuisances were found.	Nuisances and Defects found.	No. of Vessels concerned.	No. of Defects found.	No. of Vessels concerned.	No. of Defects found.	No. of Vessels concerned.	No. of Nuisances found.
British ..	1571	249	427	1	1	65	83	221	343
Belgian ..	10	5	7	..	..	..	..	5	7
Danish ..	19	1	1	..	..	1	1	..	..
Dutch ..	47	1	1	..	..	..	..	1	1
Estonian ..	25	5	10	..	..	2	2	4	8
Egyptian ..	8	5	12	..	..	2	2	5	10
Finnish ..	11	2	7	..	..	2	3	2	4
French ..	199	26	28	..	..	..	..	26	28
German ..	14	..	..	..	..	..	..	..	..
Greek ..	25	13	23	..	..	7	12	10	11
Italian ..	1	..	..	..	..	..	..	..	..
Japanese ..	13	1	1	..	..	..	..	1	1
Jugo-Slavian ..	2	..	..	..	..	..	..	..	..
Latvian ..	17	4	7	..	..	1	1	4	6
Norwegian ..	45	5	13	..	..	2	3	4	10
Portugese ..	11	5	5	..	..	..	..	5	5
Spanish ..	13	8	16	..	..	4	7	6	9
Swedish ..	17	2	2	..	..	..	..	2	2
Totals ..	2048	332	560	1	1	86	114	296	445

TABLE III.

NUISANCES AND DEFECTS ARISING THROUGH:—

Nationality of Vessels.	Defects of Original Construction	Per Cent. of Total Defects.	Structural Defects through Wear & Tear.	Per cent. of Total Defects.	Dirt, Vermin and other Conditions Prejudicial to Health.	Per Cent. of Total Defects.
British	1	0.18	83	14.82	343	61.25
Foreign	—	—	31	5.54	102	18.21
Totals	1	0.18	114	20.36	445	79.46

TABLE IV.
NUISANCES AND DEFECTS DEALT WITH.

Nuisances and Defects Found.	On British Vessels.	On Foreign Vessels.	Total Found.
Defective Bunks and Fittings ...	2	2	4
„ Bulkheads ...	2	...	2
„ Heating Apparatus ...	17	7	24
„ Side Ports and Deck Prisms ...	134	46	180
„ Steam and Water Service Pipes ...	1	6	7
„ Ventilators and Fittings ...	6	1	7
„ Water Closets and Fittings ...	10	4	14
„ Hawse Pipes, &c. ...	3	...	3
„ Entrance Doors ...	1	1	2
„ and Dirty Food Lockers ...	330	24	354
„ Floors and Leaky Decks ...	4	2	6
Dirty Crews' Quarters and Berths ...	177	53	230
„ Messrooms ...	7	7	14
„ Washplaces ...	14	3	17
„ Galleys ...	4	...	4
„ and Verminous Beds ...	466	...	466
Verminous Crews' Quarters and Berths ...	122	20	142
Foul Water Closets ...	160	81	241
Accumulations of Refuse ...	58	22	80
Quayside Nuisances ...	26	2	28
Choked Scupper Pipes ...	6	...	6
Lack of Drainage in Washplaces ...	2	...	2
Condensation in Berths ...	2	...	2

RAT DESTRUCTION.

120 vessels were dealt with during the year; 41 were fumigated; 45 trapped and 45 inspected and searched in connection with applications for Exemption Certificates. Fumigations were carried out on 33 vessels by means of burning sulphur and on 8 vessels by means of hydrocyanic acid gas. Most of these vessels required to be dealt with after the ordinary working hours or during the week-ends.

Port Form II. Certificates issued :—Deratisation, 56; Exemption, 45.

360 rats were killed on vessels by means of traps, 638 by burning sulphur and 84 by hydrocyanic acid gas. 101 of the rats killed on vessels were submitted for bacteriological examination, the result being negative in each case.

With the exception of 4 rats trapped on one vessel, all the rats destroyed on ships were of the black species.

The warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically

inspected and 13,760 poison baits laid. 640 rats, of the brown species, were found dead after poisoning.

The precautions taken to prevent rats leaving vessels appear to have been effective as no rats of the black species have been found on the docks for some years.

The number of poison baits laid and rats killed within the sections of the district were :—

River Usk and Wharves	...	8,690 poison baits, 520 rats.
River Ebbw	...	1,050 poison baits, 101 rats.
Alexandra Docks	...	4,020 poison baits, 19 rats.

Immediate measures are taken when fresh evidence of rats is seen or their presence reported and from the above figures it will be noticed that the rat population on the docks has been reduced to a minimum.

TABLE V.

Method of Destruction	NUMBER OF RATS DESTROYED								Total Number of Rats Killed
	On Vessels				Ashore				
	Brown		Black		Brown		Black		
	M	F	M	F	M	F	M	F	
Fumigation by HCN	27	57	..	..	..	..	84
Fumigation by Sulphur	180	458	..	..	..	..	638
Trapping	2	2	116	240	..	..	..	360
Poison Bait	161	479	..	640
Dogs and Ferrets
All Methods	2	2	323	755	161	479	..	1722

Number of Poison Baits laid :—13,760.

THE PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Five parrots came under observation during the year. Notices were served prohibiting their import and in each case a written undertaking that the birds would not be landed was received from the owner. All the birds were in a healthy condition and were taken away on board the vessels when they left the port.

VESSELS FROM INFECTED AREAS.

During the year, 38 vessels from infected areas were inspected, 14 were from plague infected ports and these vessels were searched for evidence of undue rat mortality and infestation.

Deratisation Exemption Certificates were issued to two of these vessels and three were deratised by means of traps. 21 rats were killed on the vessels by means of traps, and a number of these rats were examined and found to be free from plague.

IMPORTATION OF ANIMALS.

The various orders under the Diseases of Animals Acts with reference to the importation of canine and other animals have been enforced during the year. 62 dogs and 84 cats were imported directly or indirectly but were not landed. The vessels concerned were visited during their stay in port to ensure that the requirements of the orders were observed.

THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1925 and 1936.

Consignments of food were inspected during the time of discharge and were afterwards examined in the sheds and warehouses. Two tins of salmon were submitted for bacteriological examination, which indicated that both samples were practically sterile.

The foodstuffs dealt with included:—canned cream, fish, fruits, meat, milk and vegetables; apples, cheese, cornflour, fruit, and fruit pulp, gelatine, glucose, grain, macaroni, milk powder, nuts, onions, peas, potatoes, raisins and sugar.

Unsound Food destroyed or otherwise dealt with so as not to be used for Human Food.

7 x 48 cases Condensed Milk.
270 bags Potatoes.
10 bags Sugar.
20 x 48 cases Canned Salmon.
4 tons Wheat.

Ex-Ships' Stores—

6 barrels Salt Pork.
50 lbs. Pickled Beef.
3 cwts. Potatoes.
734 lbs. Beef and Mutton.

THE PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

There have been no imports of fresh milk into the Port during the year.

THE PUBLIC HEALTH (PRESERVATIVES, ETC.,
IN FOOD) REGULATIONS, 1925 and 1927.

It was not found necessary to take any action under these regulations.

THE PUBLIC HEALTH (SHELL-FISH)
REGULATIONS, 1934.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

The sudden death of Assistant Inspector Glass on October 17th, 1936, deprived the Authority of a willing and capable servant who had carried out his duties in a most commendable manner for over 12 years.

During my association with him, Mr. Glass proved himself to be a zealous and efficient assistant and I deeply regret the loss of such a loyal colleague.

I am, Mrs. Poole and Gentlemen,

Your obedient Servant,

R. M. SCORRER,

Senior Port Sanitary Inspector.

